FACT SHEET – UPGRADE OF N1 HIGHWAY

Background

- The overall objective of the N1 Project is to reduce transport costs affecting agricultural production and trading. This will improve the competitiveness of agricultural products coming from the Central Region.
- The upgrading of the N1 Highway from Tetteh-Quarshie Interchange to Mallam Junction (TQM) is one of the anchor projects of the Ghana Compact. It is the most complex infrastructure project under the Ghana Compact, involving construction of a 14km three-lane dual carriageway, with two interchanges at Dimples and Mallam Junctions and the development of six additional interchange schemes at major inters
- Provision is also being made in the design for future funding of dedicated bus lanes and service roads.
- The N1 provides access to both the airport and the port in Tema. Upgrading the TQM section will remove the last remaining bottleneck for access to the airport and port.
- The total project cost under the Compact is $169M. This includes design, construction supervision, project management, resettlement compensation, etc.
- The Government of Ghana is providing an additional $40M of counterpart funding to relocate utilities, install a new water main, and pay some resettlement costs.
- The number of Project-Affected Parties (PAPs) totals about 6,540. This includes entrepreneurs, employees, street hawkers and residents in the corridor.
- The total cost for resettlement compensation is about $12M. A total of about 2,000 structures had to be removed.

New three-lane dual carriageway with median and street lights.

Loop at Mallam Junction Interchange

Intervention under MCA Program

The upgrading of the N1 Highway is just one activity under the Transportation Project of the Ghana Compact. In addition to supporting improved access to domestic and international agricultural markets, the project aims to improve accessibility to farm inputs, facilitate overall national economic growth and promote access to social services. In addition to the upgrading of 14km of the N1 Highway, the Transportation Project will improve 75km of trunk roads, construct two (2) Volta Lake ferries, and rehabilitate the ferry floating dock, landings and terminals.

Impact/Expected Benefits

- The Transportation Project is expected to benefit about 314, 370 people.
- The Transportation Project will support an estimated increase in household income of $321M.

Supported by the Millennium Challenge Account funded by the U.S. Government's Millennium Challenge Corporation and implemented by the Millennium Development Authority.

FACT SHEET – Ghana Ferry Service Investments

Background

The Volta Lake Transport Company (VLTC) headquartered in Akosombo, in the Asuogyaman District, operates ferry services along the Volta Lake in the Northern, Brong Ahafo and Volta Regions of Ghana. MCC is investing in the construction of two new ferries which will operate at the 2.5 km Adawso -Ekye-Amanfrom crossing in the Afram Plains. The VLTC, which was incorporated in 1970, operates river transportation for passengers, bulk haulage of petroleum products and cement, and cross-lake ferry services along the Volta Lake. The project cost is US$ 9,484,800.

MV Millennium Challenge

Objective of project

The Project aims at facilitating the growth of agriculture in the Afram Basin Zone by improving ferry services that connect Adawso on the southern shore the Volta Lake and Ekye Amanfrom on the northern shore.

The Problem

Business enterprises shy away from business in the area due to the cumbersome nature of transport which is precipitated by:

1. Long waiting time for passengers (128.4 minutes) and vehicles (135.5 minutes for cars and 1,200 minutes for trucks) traversing the 2.5 km crossing at Adawso and Ekye-Amanfrom.
2. Poor condition of existing ferry leads to increased operating cost for both small vehicles and trucks.


Captain's bridge

The MCA Ghana Intervention

The intervention includes the rehabilitation of the existing Floating Dock at Akosombo and the construction of two new roll-on/roll-off (RoRo) ferries. It also includes the expansion of the Landing Stages at Ekye Amanfrom and Adawso, and the construction of Terminal Facilities at Ekye Amanfrom and Adawso. Additionally, the contract provides for the extraction of tree stumps within the navigational path at Ekye Amanfrom to Adawso.


Sitting area

Impact/Expected Outcomes

- Travel time for walk-on passengers of 128.4 minutes to be reduced to 94.2 minutes by Compact End.
- Travel time for trucks of 1,200 minutes to be reduced to 390 minutes by Compact End.
- The total volume of vehicular traffic in both directions of the Ferry crossing routes for a year per day will increase from 58 to 63.8 vehicles by Compact End.
- The number of passengers per day for a year will increase from 620 to 651 passengers by Compact End.
- Travel time for small vehicles of 135.5 minutes to be reduced to 132 minutes by Compact End.

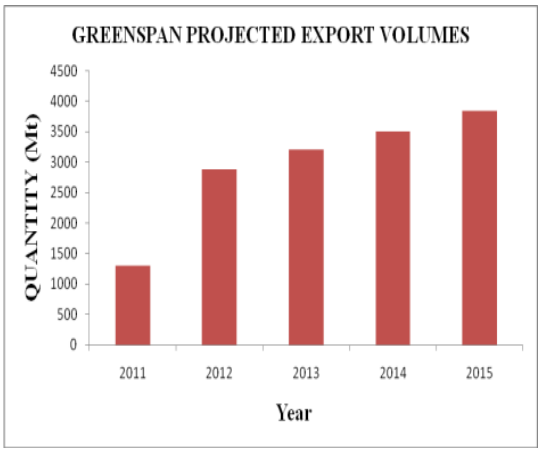

Rehabilitated passenger terminal

Supported by the Millennium Challenge Account funded by the U.S. Government's Millennium Challenge Corporation and implemented by the Millennium Development Authority.

FACT SHEET - AJANOA PUBLIC PACK HOUSE

Background

The Ajanoa Public Packhouse (PPH) located in the Akuapim South district is about 650 m^2, which includes 160 m^2 for cooling and storage. Greenspan Farms Ltd. (GFL) will serve as the anchor exporter and will provide market access to an export market for 15 Farmer Based Organizations (FBOs) engaged in pineapple farming within the intervention area.



Greenspan Farms Ltd. was established in 1988 and incorporated in 2000 to produce and export fresh pineapples. Currently it operates on 658 acres of land at Ajanoa in the Akuapim South District. Over the past 23 years the company has risen from a small-scale producer and exporter of pineapples to become a consistent exporter of quality fresh fruit to the EU under the direction of its Chief Executive Officer, Kwabena Afari. The farm currently employs about 60 workers. GFL is one of the founding members of Sea-Freight Pineapple Exporters of Ghana (SPEG), an association which seeks to promote the production and export of pineapple from Ghana.

Installed Modern Packing Line

Why the Refurbishment of a Packhouse

The PPH will allow the anchor exporter and smallholder farmers an opportunity to pack locally, rather than using packhouses located in other districts, resulting in high costs. It will allow smallholders the opportunity to increase their production and also be part owners in the facility, thereby giving them a greater stake in its success.

Packhouse under construction

The MCA Ghana Intervention

Under the MCA program, $1.2M has been provided to refurbish an existing packhouse situated at Greenspan Farms and equip it with a modern packing line and cooling facility so it may be used by exporters and FBOs in the district. Linkages between Greenspan Farms and 15 FBOs have been strengthened through the provision of technical and cooperative training, understanding the value chain, and business plan development to improve outgrowers' ability to access finance. MCA's Improvement of area feeder roads, connection of the PPH to the national grid, and the construction of a Perishable Cargo Center (PCC) offering cold storage at Ghana's international airport, also help to facilitate transport of fresh pineapples for export. Finally, the MCA program supports services in FBO communities (schools, water access and electricity) through its rural development program.

Impact/Expected Benefits

- Increased packing efficiency of over 100 %.
- Small holders will have the opportunity to participate in high end markets as the PPH will serve as aggregation points for their produce.
- Increased incomes for both small holders and exporters.
- The PPH cold storage facility will enable packing of quality produce to meet the standards of the high-end markets.

Supported by the Millennium Challenge Account funded by the U.S. Government's Millennium Challenge Corporation and implemented by the Millennium Development Authority.

FACT SHEET - KOTOKA INTERNATIONAL AIRPORT (KIA) PERISHABLE CARGO CENTRE (PCC)

Background

The Perishable Cargo Centre (PCC) at the Kotoka International Airport (KIA) is one of the postharvest interventions provided under the Ghana compact. The facility is expected to provide handling and temporary storage of perishable produce (fruits and vegetables) for export. It is about 1200 sq. meters with a storage and cold room of 200 sq. meters. The facility has a shaded packing area of 350 sq. meters and a work room of 600 sq. meters. The throughput for the facility is expected to increase by 5% minimum annually from the current 20,000 metric tons.

The PCC will be part of an integrated cold chain for the horticultural sub-sector required to achieve better agriculture produce quality and higher export market prices. The project cost is $2.5M and will be owned by the Government of Ghana through Ghana Airports Company Limited (GACL).

Perishable Cargo Centre Completed

Perishable Cargo Centre to provide conditioned storage for export produce

Why the KIA PCC

Until now, fruits are palletized in an open area close to the tarmac, therefore exposed to the vagaries of the weather. This leads to deterioration in product quality and lower export market prices. The KIA cargo handling area lacked the following:

- Packing shed for consolidation of produce.
- Cold storage facilities for maintenance of produce quality.

The MCA Ghana Intervention

The MCC intervention is aimed at providing a PCC that offers:

- Shaded space and equipment for handling fresh produce, and an area for customs and phyto-sanitary checks.
- Cold storage facilities for palletized produce.
- A packing shed for consolidation of produce including palletization of loose boxes.

KIA Perishable Cargo Centre near Completion

Impact/Expected Benefits

- The PCC cold storage facility will enable exporters to maintain produce quality to meet standards required by high-end export market.
- Exporters will realize higher incomes through reduced spoilage and losses during transport.
- Export volumes of horticultural products are expected to increase as income from exports appreciate.

Supported by the Millennium Challenge Account funded by the U.S. Government's Millennium Challenge Corporation and implemented by the Millennium Development Authority.

FACT SHEET –Three Unit Classroom Block at Presbyterian JHS School, Aburi

Background

As a result of serious shortage of classroom accommodation facing pupils in Junior High School (JHS) in Aburi, the Aburi Presbyterian Junior High School located in the Akuapim South Municipality in the Eastern Region was established on 15th September, 2009 by the Aburi Presbyterian Church. The newly established school is located on the compound of Aburi Presbyterian Primary B School which is located at Amanfo, a suburb of Aburi.

Before MCC's intervention, the newly established school was operating from a temporary structure provided by the Presbyterian Church in Aburi.

3-Unit Classroom Block with Rainwater Collection System

School Infrastructure provided

The three (3) unit Junior High School infrastructure built under the Ghana Compact in Aburi, Amanfo, is to benefit the children of farmers in the community, particularly those members of MCC-trained FBOs (Farmer Based Organization). The three (3) unit classroom block includes a water closet toilet and water tanks for water harvesting to support personal hygiene. The JHS block also includes an office and storeroom for the head teacher and a staff common room for the teaching staff. All classrooms are furnished with teacher's tables and chairs, cupboards and dual desks for pupils.

As of February 2012, there has been a substantial increase in Primary School enrollment from 88 to the current enrollment of 111 – 69 of which are girls.


Dual Desks

Impact/Expected Benefits

- Reduce pressure on counterpart schools in the community such as the Aburi Demonstration Junior High School attached to Aburi Presbyterian Women College of Education and adjoining Junior High Schools in nearby communities of Ahwerase and Jankama.
- Provide an atmosphere which is more conducive to learning and staying in school, thereby reducing drop-out rates and increasing attendance.
- Increasing attendance should improve literacy and numeracy levels and contribute to human resource development in the community.

Operation and Management

Under the Implementing Entity Agreement signed with the Ministry of Education and Ministry of Local Government and Rural Development, the School has been handed over to the Akuapim South Municipal Assembly through the Ghana Education Service to support its operations.

Supported by the Millennium Challenge Account funded by the U.S. Government's Millennium Challenge Corporation and implemented by the Millennium Development Authority.